

New Haven, Hartford, Springfield Commuter Rail Study

Steering Committee Meeting #1

October 16, 2002

Hartford Union Station



Study Area

- 62 mile corridor
- Passing through 17 towns in 2 states
- 8 current Amtrak stops
 - New Haven
 - Wallingford
 - Meriden
 - Berlin
 - Hartford
 - Windsor
 - Windsor Locks
 - Springfield



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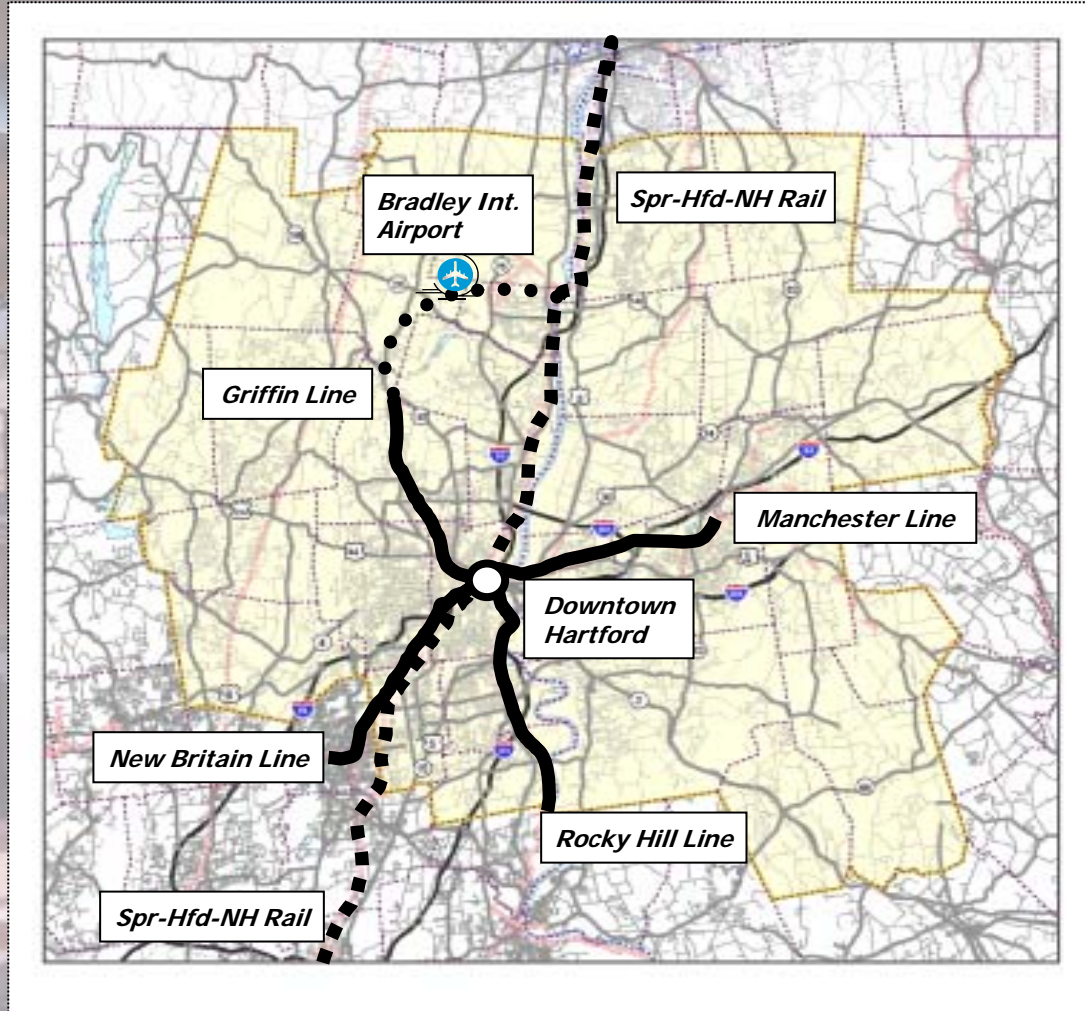
Project Purpose

- Evaluate ridership, impacts and costs of providing commuter rail service from New Haven to Hartford to Springfield
- Potential Users
 - Commuters
 - Regional Connections
 - Amtrak
 - Metro North
 - Shore Line East
 - Off-peak Ridership
 - Airport Access

Project Background

- Regional Transit Strategy
 - CRCOG completed March 2001
- Transportation Strategy Board
 - Recommended further study of corridor
- Previous ConnDOT Studies of Corridor
 - Hartford to Enfield, 1992
 - New Haven to Hartford, 1994
 - New Haven to Springfield, 2000
 - New Haven to Hartford, 2001

Regional Transit Strategy



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Project Background

- New Britain – Hartford Busway EIS
 - Record of Decision in March 2002
 - Runs parallel to Rail Line from Newington to Hartford Union Station
- Ongoing Transit Studies
 - Hartford Downtown Circulator
 - Manchester Busway Feasibility Study
 - Griffin Busway Feasibility Study

Newington Busway Station



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Project Scope

- Agency Coordination & Public Outreach
 - Steering Committee, Amtrak, Freight Service Meetings
 - Newsletters, Ads, Website, Public Meetings, Local Meetings
- Data Collection
 - Transit and Highway Data
 - Environmental Data
 - Rail line Data
 - Commuter Rail Database
- Project Evaluation Criteria
- Existing & Future No-Build Condition Assessment
 - Parallel Corridor Operations
 - Rail Facility Assessment
 - Station and Platform Assessment
 - Existing Conditions Report
 - New Starts Baseline

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Project Scope

- Ridership Forecasts
 - Commuter Ridership
 - Intercity Ridership
 - Airport Ridership
 - Off-peak Ridership
 - Minimum Build Ridership
- Initial Alternatives
 - Station Alternatives
 - Service Alternatives
 - Bus Connections
 - Alternative Ridership and Revenue
 - Alternative Impacts and Costs
 - Alternatives Assessment Report



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Project Scope

- Operating / Capital Plan
 - Ridership and Revenue
 - Schedules
 - Operator
 - Operating Costs
 - Rolling Stock Selection
 - Track Improvements
 - Structure Evaluation
 - Signal / Communication Improvements
 - Grade Crossing Protection and Traffic Operations Assessment
- Stations
- Transit Integration
- Intercity Passenger and Freight Coordination
- Maintenance Facility
- Fare Policy and Collection
- Environmental Impacts
- Financing Needs
- Final Report
- New Starts Application

Public Involvement

- 4 Steering Committee Meetings
 - Kick-off in October
 - Existing Conditions in early January
 - Alternatives in March
 - Operating Plan in June
- 2 Public Meetings
 - Existing Conditions in late January
 - Alternatives in May
- 2 Sets of Local Official Meetings
 - Initial Alternatives in February
 - Operating Plan in June
- 3 Newsletters
 - 2 Before the public meetings
 - 1 Highlighting recommendations at end
- Website
 - <http://www.nhhsrail.com>
- Public Advertisements and Press Releases

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I-91 Congestion



AM Peak Period



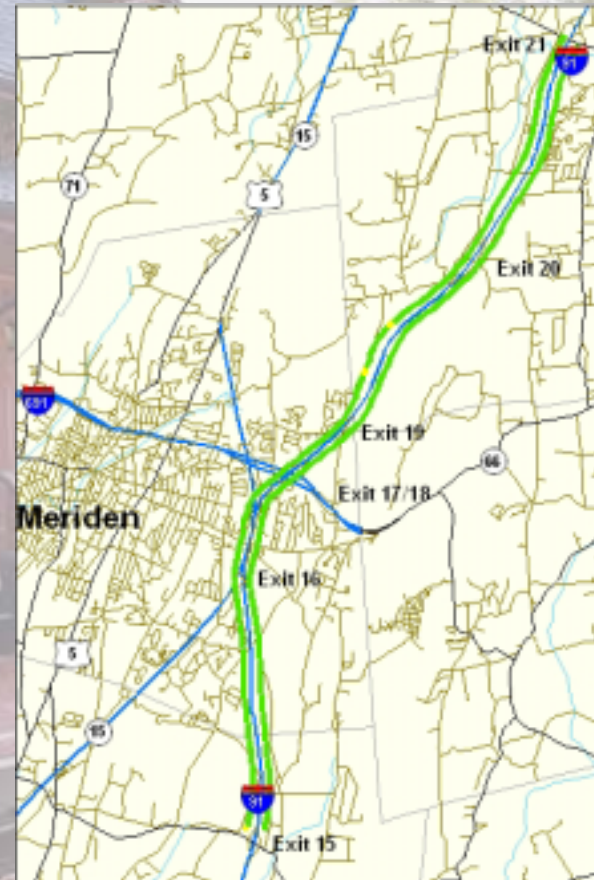
PM Peak Period

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I-91 Congestion



AM Peak Period



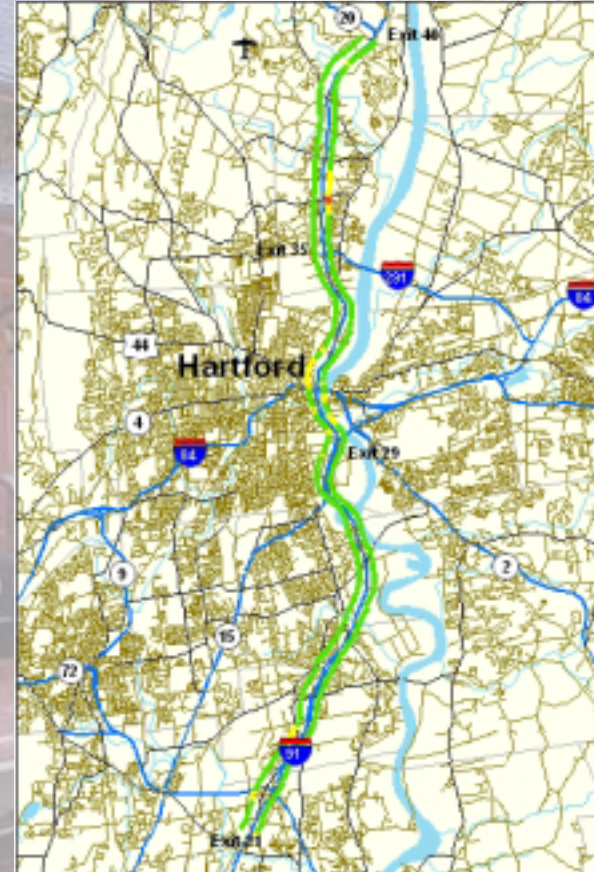
PM Peak Period

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I-91 Congestion



AM Peak Period



PM Peak Period

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New Haven Union Station



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State Street Station



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Wallingford Station



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Meriden Station



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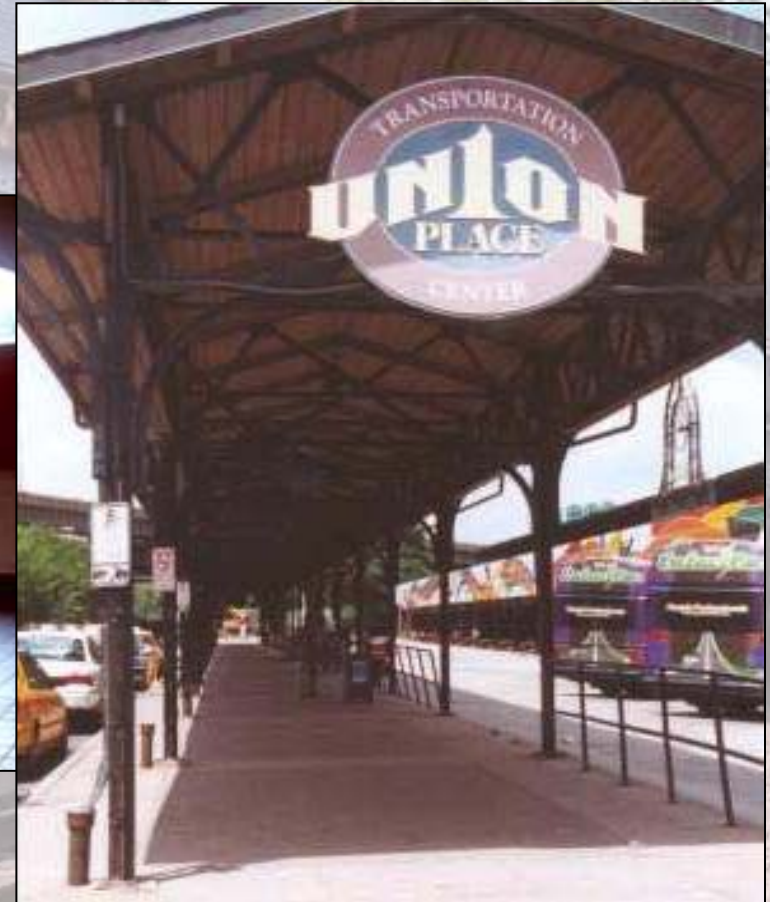
Berlin Station



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Hartford Union Station



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Windsor Station



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Windsor Locks Station



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Springfield Union Station



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Existing Facility

- Amtrak owns the rail line
 - 12 passenger trains per weekday (6 each way)
 - Vermonter – Washington, DC to St. Albans, VT (2 trains – 1 each way per weekday)
 - Northeast Direct – Newport News, VA to Boston, MA (10 trains – 5 each way per weekday)
- Travel time New Haven to Springfield
 - 1 hour 25 minutes on Amtrak with 8 stops
- Freight operators
 - Connecticut Southern / CSX
 - Guilford Rail
 - Providence & Worcester (New Haven)

Existing Facility

- Double track 23.7 miles
 - Through New Haven into North Haven (7.2 mi)
 - Most of Meriden (3.5 mi)
 - Small segment in Newington (2.3 mi)
 - Windsor to Windsor Locks stations (3.6 mi)
 - Enfield Station area into Springfield (7.1 mi)
- Single Track 38.2 miles
- 54 At-grade Crossings
- 80 mph speed
- Speed Restrictions
 - New Haven (35 mph)
 - Wallingford (35 mph)
 - Meriden (25 mph)
 - Hartford (20 mph)
 - Windsor Locks (50, 30 mph)
 - Springfield (20 mph)

Alternatives

- Service
 - Various levels of frequency will be considered
 - Minimum Build with no new stations and limited service
 - Maximum Build with new stations and frequent service
 - Others
- Station Criteria
 - Station spacing
 - Proximity to riders
 - Bus service access
 - Parking availability
 - Transit oriented development potential
- Steering Committee Input...

Minimum Build Station



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Maximum Build Station



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New Britain - Hartford Busway Stations



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Project Evaluation Criteria

- New Starts Criteria
 - Mobility Improvements
 - Environmental Benefits
 - Operating Efficiencies
 - Cost Effectiveness
 - Transit-supportive Existing Land Use Policies and Future Patterns
- Performance Measures
 - Farebox Recovery Ratio
 - Revenue per Train Mile
 - Operating Cost per Train Mile
- Steering Committee Input...

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Open Discussion

- Questions and Answers



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What's Next

- Steering Committee Train Ride
Wednesday, December 4
- Steering Committee Meeting in early January
 - Review Existing Conditions Assessment
 - What time frame? (day, time, location)
- First Public Meetings in late January
 - Newsletter prior to meetings